Railroads. Southern Pac. Co.

GOLDEN STATE ROUTE

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Southern Pacific
Rock Island

INTRODUCTION

Out of Chicago's La Salle Street Station goes the Golden State Route, laying lines of glistening track through Illinois, through the rich green fields and model towns of Iowa and Missouri, across the gently scalloped landscape of Kansas. Here are the buff and golden plains of Oklahoma and Texas. And the saw-toothed mountains and tableland of New Mexico. El Paso is here, outside your train window, inviting you to see a bit of Old Mexico or to take a sidetrip to Carlsbad Caverns. On goes the track, mile on mile, skirting Arizona's red mesas, driving past curious forests of crooked cactus and clusters of Apache Indian homes (with the usual tethered colts and the canvas-covered mound of fodder) . . . into Southern California. First the white deserts and climbing ridges in the neighborhood of Palm Springs, later the orange trees, the sunny gardens, the summery atmosphere of Los Angeles and the lovely resort city to the north, Santa Barbara.

Thus we introduce the colorful Golden State Route operated jointly by Rock Island and Southern Pacific: a highly scenic, low-altitude direct rail line between Chicago and Southern California. Speeding over this Route are two fine trains—air-conditioned throughout. First, the **Golden State Limited,** a de luxe flyer famed for the excellence of its accommodations: full length lounge car, observation car, luxurious Pullmans, immaculate dining car. Second, a train greatly favored by those who want to get supreme travel comfort for their travel dollars: the **Californian**—designed especially for coach and tourist passengers. The **Californian** features low-cost "economy" meals in the dining car, stewardess-nurse service, free pillows, full length lounge car for tourist car passengers, a special chair car for women and children.

Before we follow this Route in detail, let us remind you that you can take the Golden State Route from four Midwest gateways: Chicago, Minneapolis-St. Paul, St. Louis, and Memphis. Also that any Rock Island or Southern Pacific Agent or representative will help you plan your trip to the Pacific Coast and return, will make reservations and issue tickets. These men are listed on page 23. Let the one nearest your home help you plan your trip. **Low one way and roundtrip fares are on sale all the year around.**

CHICAGO

Population 3,376,438 To Los Angeles 2274 miles

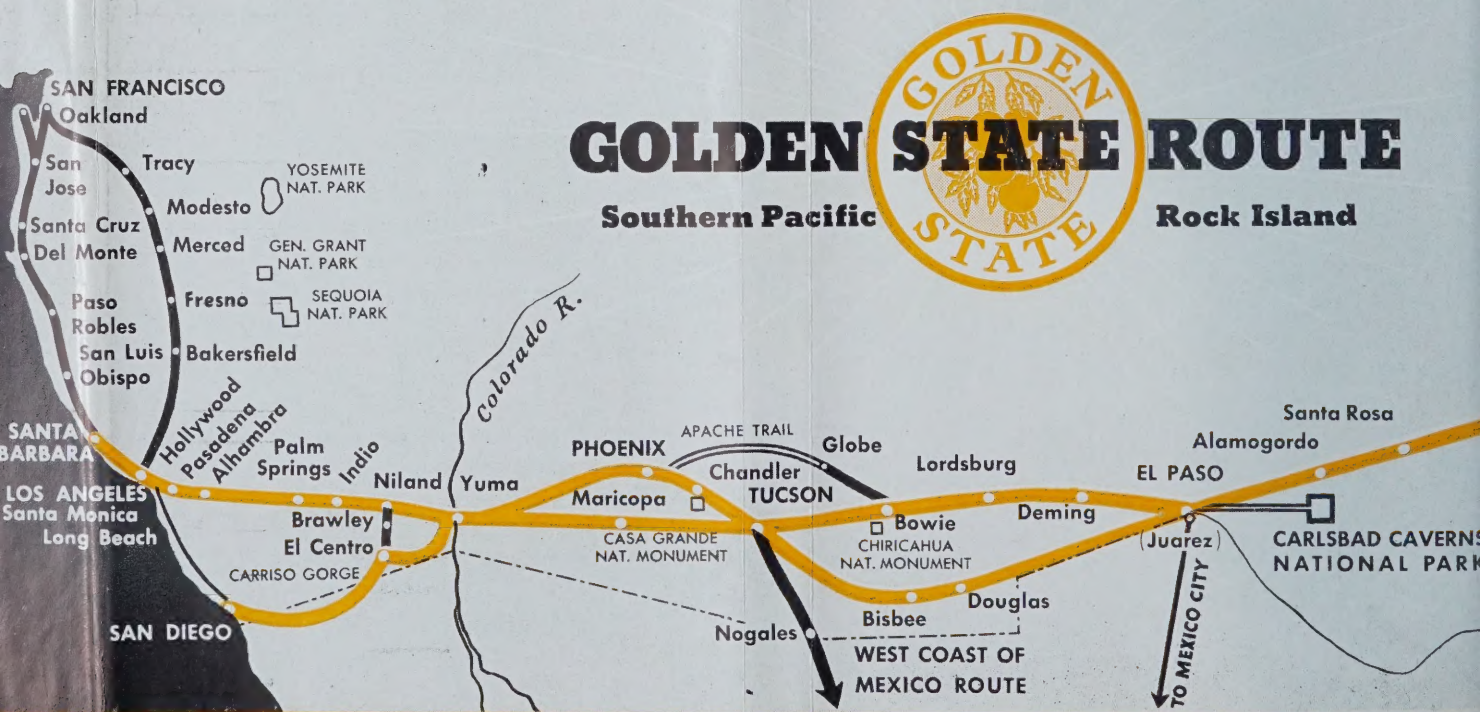
Chicago, eastern terminus of the Golden State Route, is a city that, during the past century of progress, has become a commercial center of almost unbelievable expansion. Once the scene of the barbaric Fort Dearborn massacre, and for decades a center of contention between red men and white, it has developed in a few score years until today, as the world's greatest railroad center, it has become the food funnel of the Nation. And during these years of business advancement, the adornments of culture—art, music, literature, drama, educational and recreational advantages—have been by no means neglected. Chicago's art galleries, museums, libraries, opera and movie houses, universities, public schools and playgrounds are second to none. Her huge horticultural and zoological parks are strung along the boulevards like great green gems on a gigantic necklace. And along her eastern boundary are the blue-green waters of Lake Michigan,—waters that are dotted from May to October with white sails, excursion steamers, motor boats and canoes, and fringed for thirty miles with the yellow sands of beaches, where hundreds of thousands swim and play.

One noteworthy advantage of the Golden State Route in traveling between the East and the West is the convenience of its two Chicago stations. La Salle Street Terminal is located in the heart of the downtown office and shopping district—only station on Chicago's famous Loop (elevated railroad). Englewood Union Station is convenient to the South Side residence district. At both stations connections to or from the East may be made without transfer.

ALL ABOARD

All aboard! After leaving La Salle Street Station and stopping, a few minutes later, at **Englewood**, Golden State trains are soon speeding across the prairies of northern Illinois. The trip through this rich agricultural region includes many towns which are centers of farming communities and several important industrial cities. After passing through the suburban area, the first city of importance is **Joliet**—with a population of 45,000—bearing the name of the famous French explorer who passed that way three centuries ago,—second only to Chicago as an Illinois industrial center. Then, **Morris**—population 5,600—located on a dry bed which, in a former geologic age, lay beneath the waters of a lake—rich in legends of the red man's intertribal wars—interesting because of the famous Mazon fossil beds where plants and insects are found in shale, as perfect as when imbedded millions of years ago. Next, **Ottawa**—population 15,500—at the confluence of the Illinois and Fox rivers—scene of the famous Lincoln-Douglas debate in 1858 and closely linked with the story of Lincoln's early manhood.

Between Ottawa and **Utica,** the next station, is Starved



Rock, easily seen from the train, a high point of rock rising like a canyon wall from the shore of the Illinois River. It was to this rock that, in the year 1750, a band of 1,200 Illinois Indians retreated and slowly starved to death rather than surrender to the Pottawatomies and other tribal enemies. West of Utica is Split Rock, where the Golden State Route passes through the only railroad tunnel in Illinois. Five miles beyond Utica is **La Salle.** Just west of La Salle is **Peru**—the home of the "Big Ben" clock works. **Bureau,** the next station, is the junction for **Peoria**—population 105,000—second largest city in Illinois and an important agricultural, industrial and coal mining center, 47 miles away. From Bureau the route leads along the Hennepin and Illinois-Michigan canals to **East Moline,** where the Mississippi curves abruptly toward the west.

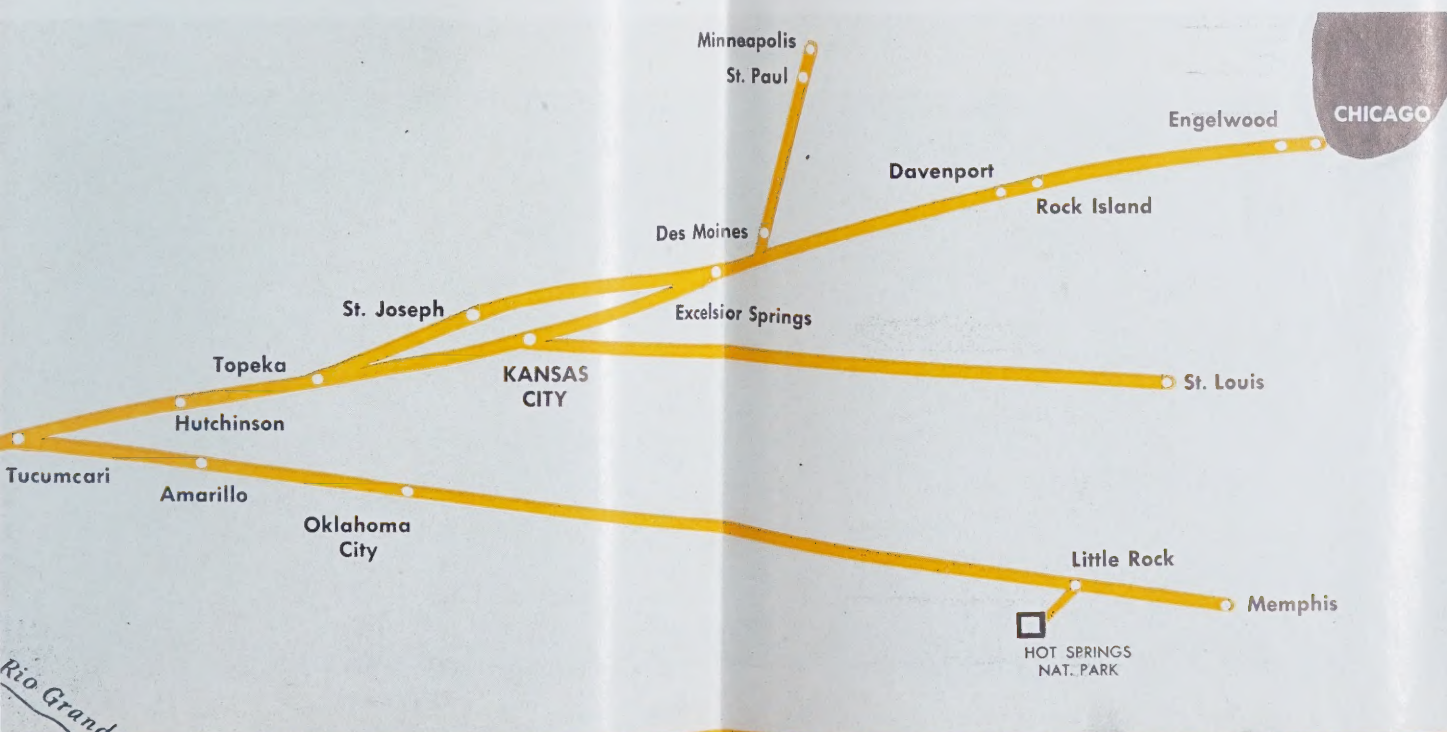
TRI-CITIES

Moline, population 35,000—**Rock Island**, population 40,000—**Davenport**, population 65,000. This group, combining, as it does, its manufacturing and jobbing interests with the pursuits to which the fertile farm lands of the region have contributed, has become the foremost business center on the Mississippi River between Minneapolis-St. Paul and St. Louis. The first steel plow made was a Moline product, and on a 900-acre tract adjacent to Moline, the Rock Island operates Silvis Shops, largest railroad plant in the world. Similar industrial activities are to be observed in Rock Island, and that city is also a place of historic interest.

The first bridge built across the Mississippi River was the Rock Island bridge that connected the cities of Rock Island and Davenport. Its construction was strenuously resisted by the river men of that time, and a bitter court struggle resulted from the collision and destruction by fire of the steamer Effie Afton and a 250-foot span of the bridge. Abraham Lincoln, representing the Rock Island in that case, made the statement that the time would come when traffic across the river by rail would far exceed that moving up and down the river by water. He was laughed at, but traffic statistics a few years later proved that his prophecy was correct. The draw-span of the present bridge is based on the rock island in the river from which the city, and, indirectly, the Rock Island Lines took their names.

Davenport is an attractive city, located on the hills that rise gently from the river bank. The products of her mills and factories find ready markets in all parts of the world.

From Davenport to **Muscatine**, the track parallels the Mississippi River and continues directly to Kansas City through **Columbus Junction**, **Washington**, **Centerville** and **Allerton** in the State of Iowa. Allerton is the junction point for Rock Island Lines to Minneapolis and St. Paul. From these cities direct connecting service is available to travelers from the Twin Cities to Arizona and California. Briefly, let us trace this connecting line from the Twin Cities.



FROM TWIN CITIES

Minneapolis and **St. Paul**—often referred to as the Twin Cities—are the metropolitan centers of this delightful lake country. As one follows the current of the Upper Mississippi, Minneapolis, near "The Waters of Minnetonka," is on the right bank of the river, St. Paul on the left. The residents of both cities are lovers of the out-of-doors. The lure of their lakes and rivers is irresistible and their climate, cool in summer, invigorating in winter, carries them through the seasons from boating, bathing, fishing and camping on forest-fringed lakes to the pleasures of their ice carnivals and other sports of winter.

But they have never neglected business and their tasks of development for these things. The beauty and substantiality of their residence districts, parks and educational institutions offer convincing evidence of this fact. And the national leadership of many of their factories and mills—particularly their flour mills—tells a story of unusual enterprise in this land upon which Nature has smiled so benignly.

En route from Twin Cities, the Golden State Route serves **Faribault, Owatonna** and **Albert Lea** in Minnesota, **Mason City** and **Iowa Falls** in Iowa. All of these are pleasant home-cities, providing market facilities for rich farming and stock-raising areas, and one of them—Albert Lea—is an industrial prodigy.

Farther along, **Des Moines**, Capital of Iowa, stretches its rapidly-increasing length along both sides of the Des Moines River and back into the surrounding hills. It is the central city of one of the richest agricultural states in the Union, and, because of its plentiful supply of water and coal, its many railroads and splendid shipping facilities, it has become a marketing, jobbing and manufacturing center for an extensive section of the Mississippi Valley as well. The Rock Island alone provides direct transportation facilities to and from the North, East, South, West, Northwest and Southeast.

South of Des Moines, this route continues through to the beautiful little town of **Chariton, Ia.**, thence to Allerton where it takes the rails of our Golden State Route.

THROUGH MISSOURI

Your Golden State Route train leaves Allerton, speeding southward through the fertile lands of northern Missouri. (Since leaving Chicago, in fact, your train has coursed through region after region of utmost productivity.) Through **Trenton** you go, another thriving town, and past **Excelsior Springs** which is, perhaps, the most interesting of these towns from the standpoint of the vacationist, since it offers transcontinental travelers an ideal stopover retreat. Here, Nature produces four distinct varieties of medicinal water, effective in the relief or permanent cure of many ills and disorders. Two of the six known ferro-manganese springs in the world well up from the depths in this basin of the Missouri foothills. Every provision for the accommodation and entertainment of visitors has been made—modest inns to finest hotels—and there are no more attractive golf courses and bridle paths to be found in the entire Middle West.

Looking down on Chicago, busy, progressive hub of the Midwest. Your Golden State Route train leaves from here, heading toward California.

The capitol building in Topeka, Kansas, is one of the show places of the State. Topeka is one of several State capitals on Rock Island lines.

FROM ST. LOUIS

Our Golden State Route train is joined at Kansas City with through Pullman cars from **St. Louis.**

St. Louis is one of the three Rock Island Gateways between the East and the West. With a frontage of nineteen miles on the Mississippi River at its confluence with the Missouri, it is by far the largest city on the great "Father of Waters" and enjoys a commercial and industrial supremacy that has continued for more than a hundred years.

As an early French settlement, once the Capital of the Louisiana Territory, it enjoyed at the outset an advantage over other river towns because it was the center of river transportation, and later, when the railroads came, it grew very rapidly to big city proportions because of the combination of land and water service. There are now four magnificent bridges across the Mississippi at this point, one of them requiring ten years to build; also a million dollar municipal dock.

Built among the bluffs that sweep back from the two rivers, the city has had unusual opportunities for landscaping. St. Louis citizens leave their downtown skyscrapers at the close of their business days to seek residence districts and parks of surpassing attraction, some of them commanding long-distance views of the rivers and valleys. Notable among these parks are Shaw's Botanical Garden, the second largest display of its kind in the world, and Forest Park, scene of the Louisiana Purchase Exposition a third of a century ago.

KANSAS CITY

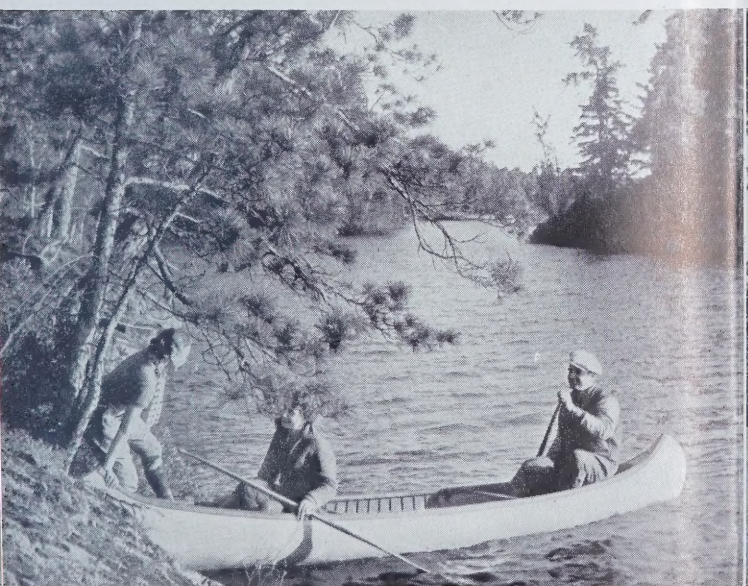
Population 521,603

To Los Angeles 1764 miles
To Chicago 510 miles

Kansas City next stop! Served by 13 trunk and 32 subsidiary railway lines, and lying, as it does, at the very core of the Continent, Kansas City, with a population of nearly half a million, is the greatest distributing and supply point in the Central and Southwestern producing area. To her factories and packing houses and through all her arteries of trade, the products of a vast farming region—the wheat, oats and corn, the livestock and dairy products—and the output from extensive mining and oil regions flow to the mills and markets in all directions.

Though a commercial clearing house for a sweeping expanse of prairie country, the city itself is not a prairie city. Spreading out over the hills that rise from the union of the Missouri and Kaw Rivers, it is a place of beautiful homes, parks and boulevards, fine schools, churches, hotels, mercantile houses and up-to-date shops. Its jobbers and manufacturers are known the world over.

Another Missouri River city is **St. Joseph,** with a population of 80,935. A century ago St. Joseph was an outpost for Indian traders. Here, the covered wagons of the gold rush period did their final outfitting, and some of the firms who dealt with those hardy "49ers" are still doing a prosperous business. The town was the first Missouri River point to be connected with the East by railroad. (Travelers to or from St. Joseph connect with the Golden State Route at Kansas City.)



Fertile source of the Mississippi River is the lakes and woods region of the North. Here, exhilarating outdoor vacations are of the best.

Nestled in the heart of Missouri's rich countryside, Excelsior Springs plays host to thousands of health and pleasure seekers each year.

MIDDLEWEST

Crossing the river from Kansas City, Mo., to Kansas City, Kan., and continuing westward a distance of 69 miles, the Golden State Route enters **Topeka**, population 65,000, capital of the State of Kansas. 82 miles beyond, but in a more southwesterly direction, is **Herington**, the point at which the Mid-Continent Route of the Rock Island, after coinciding with the Golden State all the way from Allerton, Ia., turns southward to Wichita, Ft. Worth, Dallas and the Gulf at Houston.

Between Herington and Tucumcari, New Mexico, are many little cities having a population of 5,000 or more—**McPherson**, **Hutchinson**, **Pratt** and **Liberal** in Kansas, **Guymon** in the Oklahoma Panhandle and **Dalhart** in the Texas Panhandle. The prosperity of all these cities depends to a large extent upon their agricultural and livestock interests. At Hutchinson, however, the salt industry is of greatest importance. This city of 30,000 population is the largest salt-producing city in the world and it is said to be the greatest hard-wheat shipping point in America. The business activities of Liberal also are augmented by the production of oil in the surrounding territory.

Tucumcari is nearly a mile high, and it is here that winter-time travelers, en route to the sunny resorts of southern Arizona and California, get their first touch of warm winter sunshine. The sudden transition from the snows of the North to the balmy Maytime air of Tucumcari is an experience that brings many a smile to the faces of those who never before have enjoyed a Golden State trip.

Tucumcari is the junction point where the Rock Island Line from Memphis connects with the Golden State Route. While your train pauses here for a moment, we'll ride on this line from Memphis, West.

WEST FROM MEMPHIS

Memphis is the southernmost Rock Island gateway between the East and the West. It is one of the most important industrial centers in the South—with the largest hardwood lumber market in the world, the largest inland cotton market and the largest output of cotton-seed products.

Historically interesting, with the atmosphere of the typical city of the Old South, Memphis is a delightful place to live in. The romance of ante-bellum and Civil War days still lingers about the older parts of town, though gradually fading from memory in the hustle and bustle of present-day business.

Westbound from Memphis six large rivers are crossed en route to **Little Rock**, 133 miles away. The construction of this part of the Rock Island was begun before the outbreak of the Civil War. It is one of the oldest railroads west of the Mississippi River.

Because of its political preferment and geographical situation, Little Rock, the capital of Arkansas, has an unusually wide area of agricultural, forest and mineral-bearing land from which to draw the raw materials of its industrial plants. Cotton, lumber, coal, fruits, berries, vegetables, aluminum ore, oil and marble are among the products of this area.

There are wide streets and modern skyscrapers in the business district. Old residence sections and City Park recall the history of the place while newer suburbs in all directions, including the north side of the Arkansas River, reflect its progressive spirit. Sixty miles to the southwest lies the famous Spa, **Hot Springs**, set apart more than a century ago as our first National Park.

Between Little Rock and the state line on the west, and lying in a picturesque country of mountain and stream, are many towns whose principal resources a few years ago were found in the surrounding forests. Chief among these are **Magazine, Booneville** and **Hartford** which have more recently developed their cotton and other agricultural potentialities. Near Magazine is Mount Magazine, highest point between the Alleghenies and the Rockies.

OKLAHOMA

Your train next speeds across the Arkansas-Oklahoma State Line, through a rich coal-mining area to **McAlester**. McAlester was a flourishing town long before the allotment of land in old Indian Territory to members of the five civilized Indian tribes and the annexation of the Territory to the State of Oklahoma. Here, and also at the oil centers farther west—**Holdenville** and **Wewoka**—scenes at the depots offer a new interest. The ten-gallon hat of the cowboy appears. The rough-and-ready badinage of the oil-worker is heard. And the Indian himself, whether Choctaw, Chickasaw, Cherokee, Seminole or Osage, is always an interesting and picturesque character. There are more Indians in Oklahoma than in any other state in the Union.

Shawnee is a progressive city located in Pottawatomie County, in one of the fairest sections of Oklahoma, surrounded by rolling prairies and a well-improved farming country which is drained by the Canadian River. The commercial interests of the city are augmented also by nearby oil production.

The capital and largest city of the State, **Oklahoma City**, is especially interesting to the traveler because it is "the city that was born in a day"—the day when the Indian Reservation was opened for white settlement. What had been grassy prairie at noon was a town of 12,000 at sundown, and in an incredibly short time the tents and board shacks were superseded by substantial buildings facing paved streets. Today, with a population of approximately 200,000, it probably holds a world record for rapid growth.

TEXAS PANHANDLE

Between Oklahoma City and Amarillo, Texas, the route covers a section that unfolds again the story of agricultural prosperity. Four little cities in this region are worthy of mention — **El Reno** and **Sayre** in Oklahoma, **Shamrock** and **McLean** in the Texas Panhandle. El Reno is the junction point of the North-South and East-West lines of the Rock Island and the market place and shipping center of Canadian County. At Sayre and Shamrock, the farming story that is told is varied by important paragraphs on gas and oil. And at McLean it is confined almost exclusively to watermelons. McLean melons are known and appreciated all over the Southwest.

Two or three decades ago, the Panhandle of Texas was a huge longhorn cattle range. The land was considered unfit for anything else. Today, on the Rock Island line running north from **Amarillo**, one of the finest wheat belts in the country has been developed. Amarillo's principal asset, however, is natural gas—believed to be the world's greatest supply. This gas, with nearby raw materials and ores, seems to guarantee the future of Amarillo as a smelter center.

At Tucumcari, 113 miles west of Amarillo, the through service cars from Memphis and Little Rock are attached to Golden State Route trains.

WESTWARD HO!

Back on the main Golden State Route then, your train hurries, southward bound over Southern Pacific rails for Arizona and California. First, the continuous plains of New Mexico, mile after mile of agricultural land that has taken the place of "longhorn" grazing land of earlier days. New Mexico is one of our newest States, rich in natural resources, its population composed of a large number of Spanish-speaking people. Both English and Spanish are used in the courts and official documents of the State. Not far north of El Paso, your Golden State Route train passes **Alamogordo**, junction point for **Cloudcroft**, famous summer resort in the pine forests at the summit of the Sacramento Mountains. It is a popular playground, boasting sports of many kinds in a cool highland atmosphere. The season opens at Cloudcroft about June 1 and closes about September 1.

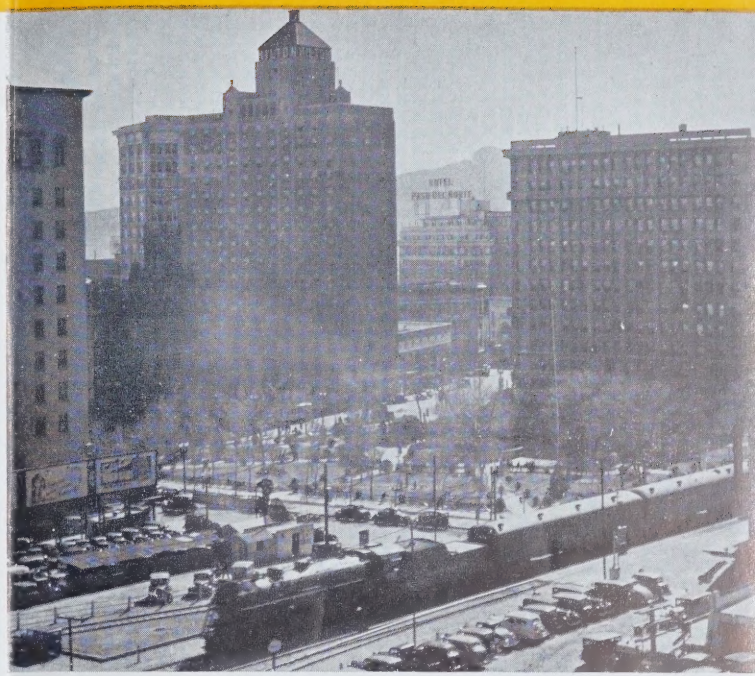
From Alamogordo, your train continues southward to **El Paso**, on the banks of the Rio Grande.

EL PASO

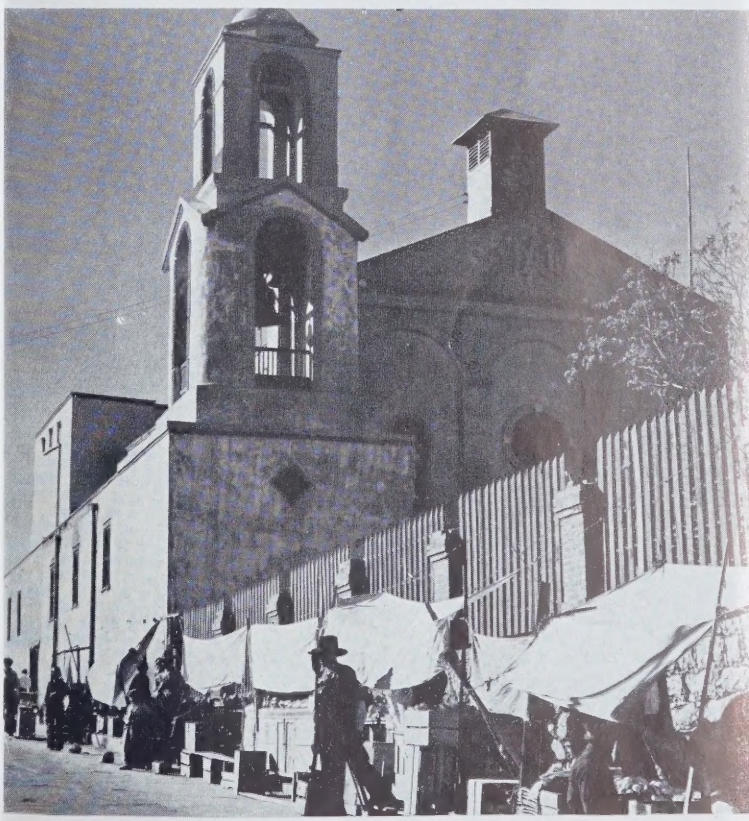
Population 103,994

To Los Angeles 815 miles
To Chicago 1459 miles

El Paso, Southern Pacific junction point and gateway to the Southwest, has long been a popular tourist center. Within ten minutes of the largest Mexican city on the border (Juarez),

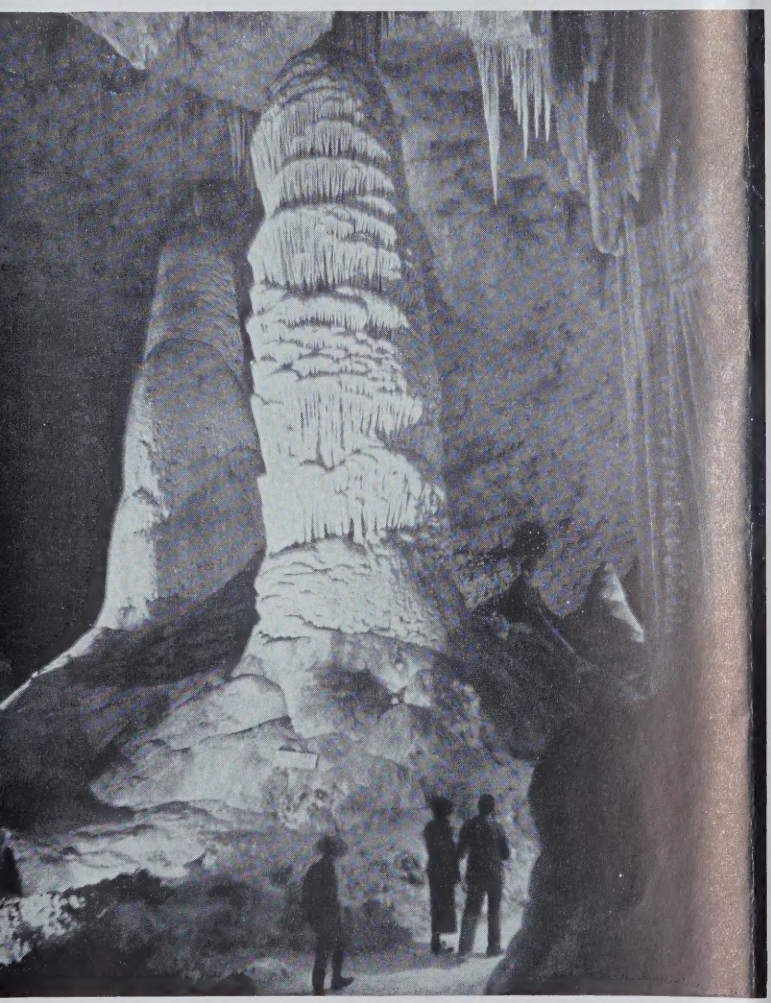


San Jacinto Plaza welcomes you to El Paso. "El Paso" is Spanish for "The Pass". Here the Rio Grande flows through the Rocky Mountains.



Vendors line the walks approaching old Guadalupe Mission in Juarez. The church was founded in 1659 and has adobe walls 56 inches thick.

This swift, comfortable motor coach picks you up in El Paso and takes you to the largest underground palace in the world—Carlsbad.



This is the "Giant Dome" in the "Big Room" at Carlsbad. It took millions of years for Nature to fashion these underground dens.

starting point for the famous sidetrip to Carlsbad Caverns National Park, possessing a dry "high-altitude" climate, the city entertains thousands every year.

The spreading city is perched on the north bank of the Rio Grande with many of its homes and buildings rising on gradual terraces to a point two hundred feet above the bottom lands. Behind these slopes are the Hamilton Mountains, culminating in Mt. Hamilton (7,152 feet). To your left as your train enters the outskirts of the city are seen a purple chain of mountains in Old Mexico. The open valley, or pass, through which the river flows gave El Paso its name, "The Pass."

A thriving city, El Paso ships livestock, timber, copper, oil, and, since the completion of the Rio Grande Irrigation Project, has been a constantly growing hub of agricultural production. Fort Bliss, the largest U. S. Army cavalry post, is an interesting part of an El Paso tour.

At El Paso, Southern Pacific's fine Sunset Route trains from New Orleans join the Golden State Route for the swift dash across the Southwest. Here, too, the National Railways of Mexico have placed the terminus of a line to **Mexico City**. This line is used by travelers to California who wish to see Mexico as a sidetrip, entering Mexico via El Paso and returning over Southern Pacific's famous West Coast Route to Tucson. (See page 12.)

JUAREZ, MEXICO

On the Mexican side of the Rio Grande across from El Paso is Juarez, a city of some 30,000 Mexicans. It is a popular sidetrip for Golden State Route passengers and is reached by street car (fare 6¢), by private automobile or taxi (from $1.50 with guide), or on foot. International Bridge toll for pedestrians, 2¢.

Most of the houses in Juarez are constructed of adobe and many are covered with bright colored plaster. Along the principal walks of the town are set up rows of rickety shops wherein you may buy anything from a steaming tortilla to a set of earrings. The central market place, however, is the most fascinating and the visitor should devote at least an hour to inspecting it. Here (after you have bought the customary foreign cigarettes), you'll find a thousand and one things for sale. Sapotas, cherimoya, tangerines, all sorts of peppers, peanuts, sugar-cane, tobaccos, and highly colored candies. Souvenir counters are piled high: Pottery, bubble glass, scarfs, slippers, feather ornaments, fancy leather belts and saddles, pink shirts, sombreros, heavy jewelry, toys, trinkets, baubles and gadgets.

Near the market is one of the oldest structures in Mexico, the venerable Mission "Our Lady of Guadalupe," begun in 1659 and built to last. Walls are of adobe, 56 inches thick, and overhead beams are hand-hewn of mahogany—brought from no one knows where. Also near by you'll see the Plaza (crowded with people), the bull ring, and the old but very solid jail.

Two speechless visitors at Carlsbad Caverns National Park gaze in wonder at the rich coloring and fantastic walls of the "Temple of the Sun." In the background looms one of the many giant stalagmites. Overhead, reflecting artfully concealed floodlights, are a cluster of needle-like stalactites.

Your train just slices off a corner of New Mexico as it heads east. It was clicking along pretty fast when this was snapped near Columbus.

This streetcar clangs over a bridge and you've crossed the International line. Juarez, Mexico is ten minutes from the center of El Paso.

A swift sidetrip from Douglas and you're in the Chiricahua National Monument—a strange "Wonderland of Rocks" as far as you can see.

Any night in Juarez (including Sunday), you'll find dozens of cafes and cabarets operating at full blast. During prohibition in our country these places became famous for their music, food, drink and entertainment. The years since Repeal have not lessened the zest with which entertainment and fun is provided.

UNDERGROUND PALACE

Carlsbad Caverns, in the Guadalupe Mountains of New Mexico, another thrilling sidetrip from El Paso, were proclaimed a National Park in 1930. 750 feet underground, they are the largest and the longest caves ever discovered. One spacious cavern (the Big Room) is more than three-quarters of a mile in length with a ceiling reaching 300 feet in many places. Even now, the caverns are not completely explored. According to the National Park Superintendent in charge, Colonel Thomas Boles, 32 lineal miles have been followed and mapped, seven miles of which are now equipped with fine wide paths and artfully concealed flood-lights.

Appealing to the visitor are the utterly fantastic array of carved limestone formations: giant lily pads, totem poles, drapes, the mammoth Rock of Ages (estimated age 60 million years), and the numberless natural statues of saints, men, and animals. All of these weird carvings are made more striking by the unbelievable size of the caves and the ingenious lighting system.

The side trip to Carlsbad Caverns National Park is made in the fast, comfortable motor coaches of the Carlsbad Cavern Coaches Company, which meet your morning train or pick you up at your hotel, speed you to the Caverns in 3½ hours and get you back in time to leave on an evening train. The tour through the Caverns takes three never-to-be-forgotten hours.

Many visitors find it worth while to allow more than one

Only Southern Pacific-Rock Island offers mainline service to the dude ranches of southern Arizona. Guests (above) learn real cowboy lore.

day to inspect the Caverns. By staying over night in the town of Carlsbad (bus connection from the Caverns), you have an opportunity to see the spectacular evening bat flight from the Cavern entrance (summer months only).

All-expense, one-day tour to the Caverns, including transportation, lunch, entrance fee and elevator fee costs only $9.75 (at this writing). Reservations may be made through any Southern Pacific agent or the conductor on your train. Two-day tour of the Caverns, the town of Carlsbad, Roswell, with its New Mexico Military Institute, Bonnell's Ranch in the Hondo Valley, the Lincoln National Forest, Mescalero Apache Indian Reservation and the White Sands National Monument costs only $22.50, including entrance and elevator fees at Carlsbad Caverns, entrance fee to White Sands and all meals and lodging en route.

DOUBLE LINE

Leaving El Paso, your Golden State Route train next speeds across the southwestern corner of New Mexico.

Southern Pacific operates two lines from El Paso west to Tucson, Arizona. The South Line touches at Douglas and Bisbee Junction. The North Line goes through Lordsburg and Bowie. Both have their individual scenic and sidetrip attractions. Out of El Paso, the North Line bears northwest through Deming to **Lordsburg.** This last town centers a district which produces some sixty per cent of New Mexico's gold output. Several of these mines are located close to town; one may be seen from the train window. Lordsburg is also a ranching and railroad community. In the adjacent country are some of the largest cattle ranches in the West. Southern Pacific operates a branch line from here to the mining town of Clifton.

Continuing, your train skirts rocky lava hills, crosses the wide level basin of the Playa de Los Pinos where from the train window one can see the famous alkali flats to the north. Then, dipping through a pass in the Peloncillo Mountains, you enter Arizona and the San Simon Valley.

APACHE TRAIL TOUR

After crossing the state line, your train carries you over the San Simon Valley to **Bowie**, junction for Southern Pacific's branch line to **Globe** and **Miami,** important copper mining towns. An interesting agricultural development has taken place along this branch line, causing the steady growth of such points as **Safford** and **Pima**. The famous Apache Trail of Arizona runs between Globe and Phoenix and requires about one day in time for the trip. Without question it is one of the most remarkable trips in America, taking you by motor coach or sedan through 120 miles of Arizona that is rich in Apache legend and doubly rich in scenic grandeur. The four man-made lakes at the head of the great Salt River Valley are included in the tour (Roosevelt, Apache, Canyon and Sahuaro) as are the Tonto Cliff Dwellings. These last, with their crumbling walls, are ancient vestiges of a prehistoric race. For details about making this trip, call on any Southern Pacific representative.

From Bowie, your speeding train swings past the northern end of the rearing Dos Cabezos Mountains, turns southward to cross the fertile Sulphur Springs Valley, past other mountain ranges (Dragoon, Little Dragoon, Whetstone and Rincon) to connect with the South Line at Tucson.

NEW MEXICO

Leaving El Paso, your Golden State Route train crosses the famous Rio Grande, the river that makes the boundary between the United States and Mexico, and speeds across the

Across the Great Southwest streaks your Golden State Route train, past billowing hills, gardens of purple sage, under crisp cloud-puffed skies.

The peaceful, historic Mission San Xavier basks in an early morning sun at Tucson. The figures are Indian children filing out of church.

southwestern corner of New Mexico. Clumps of sage, cactus and yucca flash by your window. The faint outline of peaks to the south are all in Mexico, for your Golden State Route train follows the border for some seventy miles after leaving El Paso. The little town of **Columbus** you may remember as the setting for one of the Mexican bandit Villa's raids. **Hachita** centers silver and lead mines. **Rodeo** is preceded on the right by the Chiricahua Mountains where Geronimo, renegade Apache, led United States troops a merry chase.

After leaving Rodeo, you enter Arizona. Between Rodeo and **Apache,** on the right, is Apache Canyon. On the left almost opposite, is Skeleton Canyon, where Geronimo was finally captured.

ARIZONA

Arizona, the state of busy cities, cattle, agriculture, dude ranches and Indian Reservations, is the fifth largest State in the Union, almost as large as New York and all the New England States combined.

Particularly attractive from the point of view of the traveler are the vast areas of mesas and ridges in the southeast, and the lowland deserts and valleys of the southwest. Besides the famous dude ranches, the many fine cities themselves are Meccas for visitors, particularly in the winter time when the warm dry climate attracts thousands from colder regions. There are many fine hotels in the State, some luxurious resort establishments.

Crossing the State line, then, your train stops at **Douglas**, important agriculture and mining center just across the border from Agua Prieta, Mexico. Here, you may take the motor sidetrip to that natural curiosity. The Wonderland of Rocks—**Chiricahua National Monument**—acres of balancing boulders and rock spires. From Douglas, you continue westward, pausing at Bisbee Junction (eight miles from **Bisbee**, famous copper mining locality) and then hurry north to join the North Line at Tucson. Both Bisbee and Douglas, it should be noted, center interesting territories from both a scenic and recreational point of view, and are well worth stopovers.

TUCSON

Population 63,000

To Los Angeles 503 miles
To Chicago 1771 miles

Tucson, the second largest city in Arizona, is also the oldest. Within recent years it has grown from a rough frontier town with a definite Mexican flavor to a modern, well-ordered metropolis. Its State University with an enrollment in excess of 3,000 students, is one of the foremost in the West. Its residential district with many lovely homes and parks has a particular charm of its own. Luxurious resort hotels provide fine accommodations for the great numbers of winter vacationists who find the climate to their liking.

The city is located on the east bank of the Santa Cruz River. Jutting to the north is the prominent Santa Catalina Range, while to the south may be seen the Santa Rita and Serrita Ranges. Of great interest to tourists is the ancient Mission San Xavier del Bac, nine miles south of the city and built in the year 1699.

DUDE RANCHING

Of late years, so-called "dude ranching" has become a flourishing venture in the rugged territory of southern Arizona. These ranches, well stocked with riding horses, comfortably appointed houses, and having access to hundreds of miles of mountain and desert trail, may be reached, not only from Tucson, but also from other Southern Pacific main line points

You will long remember Arizona for its odd-shaped hill ranges and the giant cacti that sprout up alongside the track to watch the train speed by. The above view was taken between Phoenix and Tucson where the Golden State Limited passes about thirteen miles of these grotesque plants.

such as Douglas, Chandler, Mesa, Tempe, Bisbee, Phoenix and Nogales. There are also many attractive dude ranches located farther along the line in southern California.

Originally started as mere guest ranches for amateur cowboys, many have developed into veritable "country clubs" offering tennis, polo, swimming and dancing, in addition to range riding and camping under the stars.

TO MEXICO

Tucson is also the departure point for travelers to Mexico City over Southern Pacific's West Coast of Mexico Route. The line runs south to **Nogales** on the border, connecting there with *El Costeño* (The Coaster), leading train over the route. Leaving Nogales, the West Coast Route cuts through a beautiful, unspoiled part of Mexico, through towns with soft sounding names: Hermosillo, Torres, Empalme (junction point for the little city of Guaymas and Southern Pacific's new resort hotel on the Gulf, Playa de Cortés), Navojoa, San Blas, Mazatlan, Tepic, Guadalajara, and thence to Mexico City.

Many Golden State Route travelers, finding themselves so close to Mexico, cannot resist making a sidetrip to Mexico City. They do this by entering at El Paso, speeding to Mexico City over the National Railways of Mexico, returning over the West Coast Route to Tucson, and then continuing on to California. The added rail fare is $55 (at this writing) and the time required is as little as two weeks.

ACROSS ARIZONA

Tucson drops behind as your train rolls north and west penetrating the Santa Cruz River Valley, following the stream bed of the river, For awhile the abrupt Tucson Mountains spin by on the left, then dissolve into bubbly foothills and these in turn flatten out into green irrigated farmland. Just beyond Picacho Peak, the Golden State Route divides, one line swinging north through Phoenix and the great Salt River Valley, the other continuing in a general westerly direction to meet the main line at Wellton.

Heading toward Phoenix, your train crosses a wide alluvial plain, passes **Coolidge**, and two miles farther on, the ruins of the Casa Grande are in sight to the left. **Casa Grande** (Large House) was built by the Indians about seven or eight hundred years ago and is the best preserved of all prehistoric ruins in this section of the country. When built, the walls were four or five feet thick at the base. A steel roof over it guards against further weathering.

GIANT CACTUS

Crossing the Gila (HEE-la) River on a long bridge, your train parallels the river and passes Malpais Mountain whose slopes are dotted with Sahuaros or giant cactus.

These round-armed plants, a common sight throughout Arizona, have been known to grow to a height of sixty feet and to weigh from six to eight tons when fully grown. During the infrequent summer thunderstorms they are able to store water enough to last all through the dry winter. Curiously enough, several kinds of birds in this region find that holes bored in the giant Sahuaro make nice homes.

Scattered Indian houses along the way remind you that you are in a country of many Indian Reservations; the Gila River Reservation nearby protects about 5,000 of them. Your train enters the fertile Salt River Valley at **Serape**, swings north to cut through the winter resort town of **Chandler**, passes **Mesa**, **Tempe** (gateway to the Sahuaro National Monument) and then turns west into Phoenix.

Along the station platform at Yuma, Indians have baskets and beads to sell. Yuma is the junction point for through Pullmans to San Diego.

A dreamer's paradise is Mazatlan, overlooking a sparkling sapphire-blue bay on Southern Pacific's West Coast of Mexico Route to Mexico City.

PHOENIX

Population 111,000

To Los Angeles 426 miles
To Chicago 1848 miles

The capital of Arizona, Phoenix, occupies a domain of abou ten square miles on the broad plain north of the Salt Riv Although reclaimed from a virtual desert, the city has dev oped surprising landscape beauty. Surrounding is a large ar given over to farms and ranches in a high state of cultivatio and crisscrossed with many fine rural roads. The produce o this land—alfalfa, cotton, citrus fruits, melons, sugar and l tuce—has made Phoenix an important railroad center.

As the name of the city suggests, many evidences point t an earlier civilization. Many aboriginal ruins are near by an have contributed an amazing collection of prehistoric rel and implements to the fine Arizona Museum collection. Ne the city, too, are traces of crude irrigation systems believed t have been used long before the coming of the white man.

Fortunately for the traveler, Phoenix's excellent winter c mate has resulted in the building of large modern hotels. Du ing the winter and spring there is maximum sunshine and th combined with the dryness and clarity of the atmosphere, h made the city an exceedingly popular winter tourist resort.

TO YUMA

Leaving Phoenix, your train hastens down the Salt Riv Valley through green patches of neat farmland that a bounded by surrounding mountains and bluffs. The irregula shaped Buckeye Hills move by to the south. Then Hassayam Creek (local legend: he who drinks from its waters may never be relied upon to tell the truth) and far to the north the slow-rising hills that lead to the site of the famous Vulture gold mines.

As your train climbs to a pass in the Gila Bend Mountains, the vegetation becomes sparse, but typical cactus specimens are seen: the ubiquitous sahuaro, some corvilleas, and many palo-verde and mesquite. If you look north at Papago Siding you may catch sight of Montezuma's Face—a natural profile of that chieftain facing skyward. Then down and down your train races to join the south tracks at **Wellton** and round the rugged Gila Mountains into Yuma.

SUNSHINE

Yuma, the headquarters of a richly productive irrigation project, is situated on the east bank of the Colorado River just below the mouth of the Gila River and across from California. It is known for its great percentage of sunshine. So seldom does the sun fail to shine that, for many years, a hotel sign near the railroad station said: "Free board every day the sun doesn't shine."

Across the river on the California side is the Yuma Indian Reservation of more than 8,000 acres. The Indians who live here make up a picturesque element of the population of Yuma. Invariably the day trains entering the city are met at the station by at least a dozen squaws offering beads, bracelets and other trinkets for sale. They are friendly, but hide behind their shawls at the approach of a camera.

Your Golden State Route train streaks into Southern California past Mt. San Jacinto, background for the desert resorts at Palm Springs.

Almond blossoms in the foreground, snow-capped mountains in the distance, and all of it a Golden State Route view at Banning, California.

Mid-winter bicyclists enjoy a warm sun at Palm Springs. Only Southern Pacific-Rock Island has mainline service to these desert resorts

Here the city of make-believe—Hollywood. And not far away, the lovely homes of Beverly Hills, Long Beach, Glendale and Pasadena.

Oranges and snowy mountain tops. When you see these from your train window, you are in that all year vacation paradise—Southern California.

Bound for San Diego, Southern Pacific trains leave the main line near Yuma to wind along the steep walls of Carriso Gorge, shown above.

CALIFORNIA

Your Golden State Route train leaves Yuma, rolls across the Colorado River and you've arrived in California, the second largest State in the country. It has a great diversity of topography, climate, and vegetation. The desert valleys of the south reach far below sea level while the highest point, Mt. Whitney, climbs to an impressive 14,501 feet. It has 1,264 miles of sandy beach and jutting headland.

As you journey through the State on a Golden State Route train, you can see many of its major attractions either on the main line or by taking one or more sidetrips. Because of its many large cities, it is hard to realize that one-fourth of California is given over to National Forests. Not a few of these parks preserve the famous Redwoods, the *Sequoia Gigantea* (the Big Trees) of the mountains, tall and of immense girth, and the somewhat slimmer but taller *Sequoia Sempervirens* of the Coast country. Agriculture is an important industry in California as are petroleum, mining, lumbering, fishing, and (novel enough) motion picture production. Southern Pacific is the major railroad of the State and maintains its head office in San Francisco.

After entering California just west of Yuma, Southern Pacific rails to **San Diego** branch off the main line, run through Mexican territory and re-enter California again at **Calexico** in the lush Imperial Valley. Continuing to **El Centro**, they turn west, wind through the magnificent Carriso Gorge and run to San Diego by way of **Tia Juana,** colorful border town.

Southern Pacific operates a through Pullman from Chicago to San Diego over this route, the passengers having an opportunity to see a good deal of Mexico and the Carriso Gorge as well. The Gorge is eleven miles long, its colored granite walls rising a sheer 900 feet in most places from the creek bed below. The job of cutting a track through this region was considered a feat of engineering skill.

SAN DIEGO

Population 180,000 To Chicago 2240 miles

The terminus of this route, San Diego, is peacefully nestled around a lovely bay 126 miles south of Los Angeles by rail. It has an unmatched year-around climate with cool summers, warm winters, and is, therefore, an ideal resort city. Close to the city are many miles of beaches, mountain resorts, and large garden-bordered estates. San Diego Bay is well known as a yachtsman's paradise. The first California Mission was founded here in 1769, Mission de San Diego de Alcala. Other points of interest are 1,400-acre Balboa Park, site of the recent Exposition, **La Jolla**, artist colony, and, connected by ferry, fashionable **Coronado.**

San Diego is the largest naval base on the Pacific Coast and the Pacific Fleet makes its headquarters there a large part of

Centering downtown Los Angeles, the glistening city hall welcomes you to the sport and pleasure filled life of Southern California.

Above, lining the smooth broadness of Wilshire Boulevard, is the newest skyline of Los Angeles—fine shops, sumptuous hotels and homes.

A morning canter along the surf proves that Southern California's fa mous beaches weren't made just for swimming, sunning, and loafing

Then up Southern Pacific's Coast Line, you'll find a beautiful city of Spanish architecture fringed with high palms — Santa Barbara.

This is the principal sport at Long Beach, Santa Monica, Venice, and at least a dozen other beaches near the heart of Los Angeles.

Outdoor sports in California? Choose your favorite from a long list— everything from yachting to badminton — and come prepared to play.

Southern Pacific rails pass close to most of the 21 California Missions. Here is Mission Santa Barbara, one of the best preserved, founded in 1786.

Looking from Glacier Point across Yosemite Valley (3000 feet below) to the majestic heights of Half Dome and the far-away High Sierra country.

the year. An important army and navy air station is here and it is a dull day indeed when a score or more airplanes and seaplanes cannot be seen at once flying over the city. There is an important industrial aviation development at San Diego with a number of airplane factories located here.

Coronado, across the Bay from San Diego, has long been famous as a seaside resort. The Hotel del Coronado, noted for its quiet hospitality, is located on the beach. Nearby on the Silver Strand is Tent City, thronged during the summer.

In Tia Juana, just across the border, a short ride by auto or by the San Diego and Arizona Eastern Railway, San Diego has an added attraction, many tourists taking the opportunity to visit this colorful border town and obtain a glimpse of Old Mexico.

IMPERIAL VALLEY

To your left, as your Golden State Route train continues to Los Angeles from Yuma, the low sand hills come into view, the location of most of Hollywood's desert movies and "Foreign Legion" pictures. We enter the Imperial Valley, a desert waste not so long ago, but now one of the most productive regions in the world. The Valley descends from practically sea level at Calexico on the International Boundary to 250 feet below sea level at Salton Sea, along whose eastern shore the train passes. Irrigation from the waters of the Colorado has changed the desert to a garden, producing tremendous quantities of cantaloupes and head lettuce, as well as cotton, grains, citrus fruits, etc. Chief towns of the Valley are **El Centro, Imperial, Brawley, Niland, Holtville, Calipatria** and **Calexico.**

DESERT HOTELS

Leaving Salton Sea we pass Mecca, Indio and Palm Springs in the narrow Coachella Valley. Irrigation has produced changes here, too. At **Mecca,** the U.S. experimental date farm has made rapid strides and the product of the date orchards at Mecca and Indio are shipped in carload lots. Our train passes right through the date palm orchards at **Indio.**

From Palm Springs Station, near the head of the Valley, automobiles take you to the hotels and guest ranches of **Palm Springs,** seven miles southeast at the base of the San Jacinto Mountains. During the winter, thousands vacation here in perpetual sunshine (the average noonday temperature, November to February, is 81 degrees!). Only Southern Pacific-Rock Island has direct train service to Palm Springs.

ORANGE GROVES

Running west, then, through San Gorgonio Pass, you get your first glimpse of the famous southern California orange groves near **Banning** and later at **Redlands** station. Between

these two communities, mountains to the north and south afford a spectacular backdrop for trim orchards. At some seasons of the year, indeed, one must only raise his eyes from heavily loaded trees to see snow in the distance.

West of Redlands, your train rushes down the deep green San Bernardino Valley into **Colton,** a charming agricultural and railroad city where Southern Pacific maintains a great plant for the icing of refrigerator cars. To the north, three miles, is the prosperous center of this land, **San Bernardino,** county seat of San Bernardino County, the largest county in the United States. Continuing, you enter and leave the pretty summer-like cities of **Ontario** and **Pomona,** skirt a range of low hills, passing through **San Gabriel, Alhambra** and into Los Angeles.

LOS ANGELES

Population 1,457,181 . **To Chicago 2274 miles**

Each visitor who spends a little time in Los Angeles comes away with a wholly different impression than the next visitor. And this is bound to be the case, for of all the cities in the world, Los Angeles has perhaps the greatest number and the most diversified of attractions. Many people speak of the wide sandy beaches and surf. Others remember the rich valleys with their citrus fruits, palms, and flower gardens. Others praise the high mountain country—those mile-high resorts tucked away in the San Bernardino Mountains. And still others will have nothing but Los Angeles herself—far-flung avenues, carpeted lawns, magnificent hotels, the bustling business and industrial districts. Wherever your interests lie, Los Angeles and its environs will satisfy you.

Not only Los Angeles, but that gay rim of sister cities: **Pasadena,** prosperous and cultured; **Hollywood,** sprightly queen of the cinema; home-loving **Long Beach, Beverly Hills, Santa Monica,** and a score more—all these will entertain you in a balmy climate that lasts throughout the year.

Los Angeles is the fifth largest city in the nation and the largest in the west. Her phenomenal growth is due to an advantageous climate and centrally located position in a great agricultural area, plus a fine harbor serving ships from all over the world. Los Angeles is also a great manufacturing center. With Los Angeles as a starting point, the traveler may spend many delightful days in what might be called the suburbs. Fine highways are everywhere, leading to a score of

A glimpse of Southern Pacific's new streamlined DAYLIGHT, *the most beautiful train in the West. On its fast daily schedule between Los Angeles and San Francisco by daylight, this magnificent train speeds through some of California's loveliest scenery, including a hundred miles along the very edge of the Pacific Ocean.*

bright, modern communities in Los Angeles, Orange, San Bernardino, and Riverside Counties. And along the blue Pacific shoreline stretch the highways that link one seaside resort to another as far south as the Mexican border. From the heart of downtown Los Angeles, Pacific Electric Railway cars scurry forth to offer the visitor fast, economical trips to many outlying districts.

CONTINUING NORTH

After seeing Los Angeles (your Golden State Route ticket, of course, allows stopover privileges here as elsewhere), perhaps you would like to continue your journey up the Pacific Coast. If so, you have your choice of two famous routes to San Francisco: the Coast Line along the blue Pacific and the San Joaquin Valley Line through the heart of California. (Southern Pacific is the only railroad with a Coast Line between Los Angeles and San Francisco.)

Few rail lines offer the scenic splendor to be found along the 470 miles of Coast Line between Los Angeles and San Francisco. Southern Pacific trains over this route closely follow *El Camino Real* (The King's Highway) over which the early padres traveled to establish their Missions a day's journey apart. In addition, Coast Line trains weave along the shore of the Pacific for more than a hundred miles and serve some of the most beautiful communities in California: **Glendale, Santa Barbara, San Luis Obispo, Salinas, San Jose,** and many others. Sidetrips are offered to the enchanting Monterey Peninsula **(Del Monte, Monterey, Carmel)** and to the **Santa Cruz** resort country.

There are many fine trains over this route. Most worthwhile for Eastern visitors, however, is Southern Pacific's new million-dollar streamlined *Daylight*—speeding over the whole distance from dawn to dusk. Famous overnight trains include the luxurious all-Pullman *Lark*, the great *Sunset Limited*, the *Coaster*.

SAN JOAQUIN VALLEY LINE

The twin route of the Coast Line is the San Joaquin Valley Line through the fertile San Joaquin Valley to Oakland and San Francisco, providing service to such busy California cities as **Bakersfield, Fresno, Merced,** and **Modesto.** From the rails of this line, it is a short sidetrip to that wondrous valley of skyscraping pinnacles, Yosemite National Park, and to the mammoth trees of Sequoia and General Grant National Parks. Over the San Joaquin Valley Line operate two fine trains: the *San Joaquin* by day and the *Owl* by night.

San Francisco, the terminus of both lines, is one of the great cities of the world, proud of her fourteen gallant hills, her salty waterfront, her restaurants and eating places, her giant bridges (the world's two largest), her Chinatown (the largest outside the Orient), and Treasure Island, the spectacular site of her Golden Gate International Exposition. You could spend many days in San Francisco or in the charming Eastbay cities of **Oakland, Berkeley,** and **Alameda,** and never exhaust their store of attractions.

San Francisco is no longer situated on a peninsula. A mighty bridge, eight miles in length, joins that colorful city with the mainland.

The longest bridge span in the world is this one that leaps from San Francisco across the Golden Gate. Each tower here is 746 feet high.

YOUR HOME EN ROUTE

The pictures here and on the following page give you an idea of how you'll live when you travel with us. Those below show the interior of a spotless dining car and the clubby atmosphere of a full-length lounge car. On the next page are a few pictures of some of the types of accommodations available.

Yet photographs can't show you a number of things that make all the difference in the world between mere "train travel" and actual *living* on our trains. They can't reproduce, for instance, air-conditioning. They can't tell you how cool and refreshing it is in these cars even when the weather outside is broiling hot, nor how your clothes remain white and spotless on the longest of trips over our lines.

Nor can photographs do more than suggest the neatness and the cleanliness of the cars themselves. The fresh linens, the polished car interiors, the gleaming dining car service—indications of meticulous Golden State Route housekeeping. Then, too, if we had space, we would like to show you a portfolio of little pictures —odds and ends snapped all over the train: the shower bath, the radio, writing desks, the easy chairs, the ample supply of reading material, etc.

You may expect, when you board a Golden State Route train, to eat skilfully prepared food, tempting and delicious, not only economically priced, but the kind you would take pride in serving your own guests. You may expect to find courteous service from porter, steward, waiter, barber, valet, ladies maid, stewardess-nurse and others who comprise a staff of servants whose sole job it is to make your trip a thoroughly enjoyable experience.

So as you look over the pictures here and on the following pages, please remember that the story they tell is a limited one; that you must imagine the above—the radiant fresh air, the cleanliness of the accommodations, the extra comforts and services. You must take all these and *put them in the pictures.* Then you will understand what we mean when we say that one of our trains will be "your home en route."

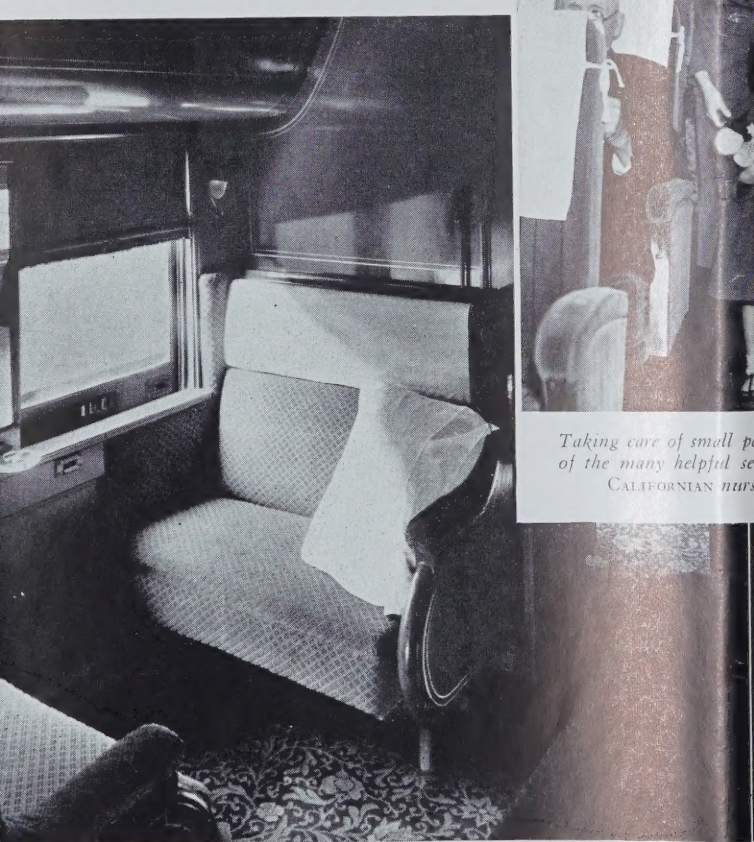
Put yourself in this picture: eating the finest food in an air-conditioned dining car while the countryside rolls past you like a moving picture.

And in the luxurious lounge car of the Golden State Limited, you'll relax, take refreshment, or chat with friends as the miles slip by.

Here are the smart, air-conditioned chair cars found on the CALIFORNIAN, *new "economy train" over the direct, scenic Golden State Route.*

On the CALIFORNIAN, *tourist car passengers make this luxurious lounge car their headquarters. Note refreshment stand at far end of car.*

Taking care of small passengers is only one of the many helpful services performed by CALIFORNIAN *nurse-stewardesses.*



Standard Pullman is the finest in travel comfort. The GOLDEN STATE LIMITED *offers the section, compartment and (above) drawing-room.*

On the popular CALIFORNIAN *you can travel economically in a restful tourist sleeping car. Comfortable tourist car berths (above) are standard size.*

HELPFUL TRAVEL SERVICE

Your nearest Southern Pacific or Rock Island representative will gladly give you full information as to passenger fares, Pullman reservations, time schedules, etc. He will also attend to such details as tickets, hotel and Pullman reservation, etc., for you, or help you with your freight shipments. Southern Pacific-Rock Island representatives in important cities in the Middle West, East and Pacific Coast are shown below and in addition Southern Pacific and Rock Island agents are located in practically every city and town served by its lines.

ROCK ISLAND

Amarillo, Texas (C.R.I.&G.) — H. W. Clutter, City Pass'r and Ticket Agent
Atlanta, Ga. — 1332 Healey Bldg. — Chas. H. Rohrer, Dist. Frt. & Pass'r Agt.
Boston, Mass. — Rms. 408-10 Old South Bldg., T. J. Glancy, Dist. Frt. & Pas. Agt. R. Voigtmann, Traveling Freight and Pass'r Agent
Buffalo, N. Y. — Rm. 547 Ellicott Sq. Bldg. — G. F. Hansen, Dist. Frt. & Pass'r Agt.
Cedar Rapids, Iowa — 4th St. and 4th Ave. — B. O. Baker, Ticket Agent
Chicago, Ill. — Passenger Traffic Dept. — D. McClure, Asst. Gen'l Pass'r Agt.; J. P. Kilty, Asst. Gen'l Pass'r Agt.; I. C. Bruce, Asst. Gen'l Pass'r Agt.; V. T. Corbett, Asst. Gen'l Pass'r Agt.; W. G. Young, Division Pass'r Agt.
Room 723 LaSalle St. Station
179 W. Jackson Blvd., City Ticket Office — L. H. McCormick, Asst. Gen'l Pass'r Agt.; George D. Totten, City Ticket Agent
Cincinnati, Ohio — 331-2 Dixie Terminal Bldg. — Fred Anzer, Dist. Frt. & Pass'r Agt.
Cleveland, Ohio — 314 Hippodrome Bldg. — C. H. Wagoner, Dist. Frt. & Pass'r Agt.
Colorado Springs, Colo. — Rm. 215 First Nat'l Bank Bldg. — J. F. Riddle, Dist. Pass'r Agt.
Dallas, Texas (C.R.I.&G.) — Cor. Commerce & Field Sts. — R. M. DeMosse, Div. Pass'r Agt.; V. E. Kummero, City Ticket Agent
Davenport, Iowa — Rock Island Station — C. C. Anderson, Div. Pass'r Agt.
Denver, Colo. — 17th & Tremont Sts. — L. P. Blyler, Gen'l Agent, Pass'r Dept.
Des Moines, Iowa — Register & Tribune Bldg. / 721 Locust Street — C. C. Gardner, Asst. Gen'l Pass'r Agt.; L. K. Perry, City Ticket Agent
Detroit, Mich. — 611-612 Transportation Bldg. — Geo. W. Stewart, Gen'l Agt.; C. P. Bradley, Dist. Frt. & Pass'r Agt.
El Paso, Texas — 713 Mills Bldg. — C. O. Huff, Gen'l Agt., Pass'r Dept.
Fort Worth, Texas (C.R.I.&G.) — 402 Transportation Bldg. — T. W. Bowdry, Gen'l Pass'r Agt.; 817 Houston St. — Lee R. Sumpter, City Passenger Agent
Hot Springs, Ark. — Rock Island Station — T. H. Simonds, City Passenger Agent
Indianapolis, Ind. — 1412 Merchants Bank Bldg. — R. E. King, Dist. Frt. & Pass'r Agt.
Kansas City, Mo. — 204 East 11th St. — S. A. Gilliland, Gen'l Agent, Pass'r Dept.; 12th Floor, Fidelity Bldg. — J. D. Florance, Trav. Pass'r Agent; G. N. Brown, Trav. Pass'r Agent
Lincoln, Neb. — Depot Pass'r Office, 20th & O Sts. — R. D. McCauley, Agent
Little Rock, Ark. — Second & McLean Sts. — F. W. Duttlinger, Div. Pass'r Agent; Thurman R. Penn, City Passenger Agent
Los Angeles, Calif. — 509 W. 6th St. — H. N. Sears, Gen'l Agt., Pass'r Dept.
Mason City, Iowa — H. W. Odle, City Freight and Pass'r Agent
Memphis, Tenn. — 70 Monroe St. — G. J. Cissel, District Passenger Agent; H. W. Buckley, City Ticket Agent
Milwaukee, Wis. — Rm. 803 Majestic Bldg. — Geo. C. Johnson, Trav. Frt. & Pass'r Agt.
Minneapolis, Minn. — Metropolitan Life Bldg. — J. H. Clarkson, Gen. Agt., Pass'r Dept.; Frank Zadach, Trav. Passenger Agent
Marquette Ave. at Fifth St. — Arthur H. Yust, City Pass. Agent; J. P. Gehrey, City Ticket Agent
New Orleans, La. — 1603 American Bank Bldg. — J. O. Younger, General Agent; M. L. Mowry, Gen'l Agt., Pas. Dept.
New York, N. Y. — Rm. 2122, 500 5th Ave. — J. T. Crawford, Traveling Pas. Agt.
Oakland, Calif. — 513 Central Bank Building, 14th St. and Broadway — Leslie Wiegner, Frt. & Pass'r Agt.
Oklahoma City, Okla. — 407-8 Commerce / Exchange Bldg. — J. K. Gillette, Division Passenger Agent
Omaha, Neb. — 501 Woodmen of the World Bldg. — E. H. Williams, Gen'l Agt., Pass'r Dept.
1706 Farnam St. — W. C. Forcade, Agent, City Ticket Office
Peoria, Ill. — 227 S. Jefferson St. — A. Langfeldt, City Passenger Agent
Philadelphia, Pa. — 1204 Fidelity Philadelphia Trust Bldg., Lincoln Burgher, Dist. Frt. & Pass'r Agt.
Phoenix, Ariz. — 628-9 Security Bldg. — D. L. Chambers, Frt. & Pass'r Agt.
Pittsburgh, Pa. — 1422 Gulf Bldg. — C. H. Head, Dist. Frt. & Pass'r Agent
Portland, Ore. — 443-4 Pacific Bldg. — C. E. Burnett, General Agent
St. Joseph, Mo. — 702-3 Corby Bldg. — John J. Goodrich, General Agent
St. Louis, Mo. — 817 Chemical Bldg. — B. M. Coleman, Dist. Passenger Agt.; Harry Grosch, Traveling Pass'r Agent
St. Paul, Minn. — Cor. 4th and Cedar Sts. — M. W. Wilson, City Pass'r Agent; O. W. Hoaglund, City Ticket Agt.
Salt Lake City, Utah — Room 207-208 Walker Bank Bldg. — A. Jensen, General Agent
San Francisco, Calif. — 497 Monadnock Bldg. — Murray Smith, Dist. Pass'r Agent
Seattle, Wash. — 1314 Joseph Vance Bldg. — R. N. Gordon, General Agent
Sioux Falls, S. D. — Rock Island Station — A. W. Little, General Agent
Spokane, Wash. — 1618 S. Latawah St. — B. F. Rinkenberger, Trav. Frt. & Pas. Agt.
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